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Port OKs \$20M Pier 90 upgrade

Work is set to start soon on improvements to the 150-acre site that's considered the port's most valuable piece of real estate.

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The Port of Seattle is set to award a contract to upgrade Pier 90, a project that will coincide with construction of a temporary cruise-ship terminal. However, work on Pier 90 is not "directly related" to the interim cruise facility, scheduled to open next April, port spokesman Mick Shultz said.

The port late last week sent out a notice of intent to low bidder Manson Construction Co. of Seattle, whose bid was \$20.3 million. Three other firms submitted bids. Procurement rules give the low bidder 10 days to sign, and a formal contract is then awarded.

Work on Pier 90 and the adjacent Pier 91 "is a separate item that was both under way and planned well before" the cruise terminal proposal, port spokesman Shultz said.

The Pier 90 project, he explained, is part of a larger port program over the last decade to maintain both long finger piers, located at the foot of the **Magnolia Bridge**.

The upgrade includes replacement of old, creosote-treated wood piles with concrete piles. Permit delays pushed the Pier 90 project back at least two years, he added. The state Department of Ecology announced last week it approved water-quality permits for the project in just four weeks, so the port would be on schedule to open the facility in April. The piers make up Terminal 91, a 150-acre site that's considered the port's most valuable piece of real estate.

Nissan distributor DAS' decision last fall to consolidate operations at the Port of Los Angeles left 50 acres vacant at the terminal.

Real estate consultants Heartland LLC and Berk & Associates have studied redevelopment of the section of the terminal that lies north of the **Magnolia Bridge**. At least one commissioner, Lawrence Molloy, favors some kind of "urban village" or mixed-use residential and commercial development for the north section of the terminal. If the monorail is built, it would be a boon for development at Terminal 91, Molloy has said. The planned 14-mile monorail route includes a stop near the terminal at West Galer Street.

Meanwhile, marine activity is expected to continue on the terminal's south side where large fishing trawlers now moor. Seafood and other types of food processing, fuel services and some auto storage also take place on the terminal's south side.

The price tag for the interim cruise terminal is \$5.5 million. It includes \$5 million to convert an underused chilled-fruit warehouse into a passenger terminal. Other costs cover staff time, a market study, conceptual design and environmental review.

The port says growing demand for Alaska cruises pushed interest in building a second cruise terminal. The port's first cruise terminal, at Pier 66, opened in 2000. Vancouver, B.C. is the port's biggest cruise competitor.

When the second terminal is built, four major cruise lines will call in Seattle, expecting to bring in nearly half a million passengers by next year, the port reckons.

Pier 90 also may be home to a new Coast Guard station. For the last few years, the port has been trying to relocate the Coast Guard from Pier 36 to Pier 90 as part of plan to build a mega-container terminal or otherwise make better use of surrounding container yards.

The temporary cruise terminal would operate at Pier 90 until displaced by the Coast Guard or replaced by a permanent facility elsewhere in the harbor.

Construction on the temporary cruise terminal is expected to begin in August.

A permanent second cruise terminal may be built at Terminal 46, now occupied by Hanjin, one of the port's largest marine customers.

Mixed-use development, which may include retail, office and housing, is also being considered for the terminal, located just west of new sports stadiums in Pioneer Square.